

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

LISTING OF THE CLAIMS:

1-10. (Canceled).

11. (Previously Presented) A method for activating at least one personal protection device as a function of at least one signal derived from at least one acceleration sensor, the method comprising:

- using a forward displacement as the at least one signal;
- comparing the at least one signal to at least one threshold value surface, which is set as a function of a velocity decrease and a deceleration; and
- activating the personal protection device as a function of the comparison.

12. (Previously Presented) The method according to claim 11, further comprising:

- comparing the forward displacement to a first threshold value which is set as a function of the velocity decrease;
- comparing the forward displacement to a second threshold value which is set as a function of the deceleration; and
- simulating the threshold value surface as a function of the comparisons.

13. (Previously Presented) The method according to claim 11, further comprising modifying the threshold value surface as a function of at least one of (a) a signal of an applied external sensor system and (b) at least one characteristic value.

14. (Previously Presented) The method according to claim 11, further comprising modifying the threshold value surface as a function of at least one of a crash type recognition and a crash severity recognition.

15. (Previously Presented) The method according to claim 11, further comprising setting the threshold value surface as a function of a crash phase.

16. (Previously Presented) The method according to claim 15, wherein, if a predefined velocity decrease is reached, a first number indicating whether the forward displacement has reached the threshold value surface is awaited.

17. (Previously Presented) The method according to claim 11, further comprising comparing at least one of the forward displacement and the velocity decrease with a third threshold value.

18. (Previously Presented) The method according to claim 17, wherein the third threshold value is constant over time.

19. (Previously Presented) The method according to claim 11, further comprising estimating the forward displacement using an expansion into a series.

20. (Previously Presented) The method according to claim 11, wherein at least one of the steps is performed by a control unit.

21. (New) The method according to claim 11, further comprising:

comparing the forward displacement to a first threshold value which is set as a function of the velocity decrease;

comparing the forward displacement to a second threshold value which is set as a function of the deceleration; and

simulating the threshold value surface as a function of the comparisons.

22. (New) The method according to claim 21, further comprising:

modifying the threshold value surface as a function of at least one of (a) a signal of an applied external sensor system and (b) at least one characteristic value.

23. (New) The method according to claim 21, further comprising:

modifying the threshold value surface as a function of at least one of a crash type recognition and a crash severity recognition.

24. (New) The method according to claim 21, further comprising:

setting the threshold value surface as a function of a crash phase.

25. (New) The method according to claim 21, wherein if a predefined velocity decrease is reached, a first number indicating whether the forward displacement has reached the threshold value surface is awaited.

26. (New) The method according to claim 21, further comprising:

comparing at least one of the forward displacement and the velocity decrease with a third threshold value.

27. (New) The method according to claim 26, wherein the third threshold value is constant over time.

28. (New) The method according to claim 21, further comprising:

estimating the forward displacement using an expansion into a series.

29. (New) The method according to claim 21, further comprising:

setting the threshold value surface as a function of a crash phase; and

comparing at least one of the forward displacement and the velocity decrease with a third threshold value;

wherein if a predefined velocity decrease is reached, a first number indicating whether the forward displacement has reached the threshold value surface is awaited.

30. (New) The method according to claim 29, wherein the third threshold value is constant over time.